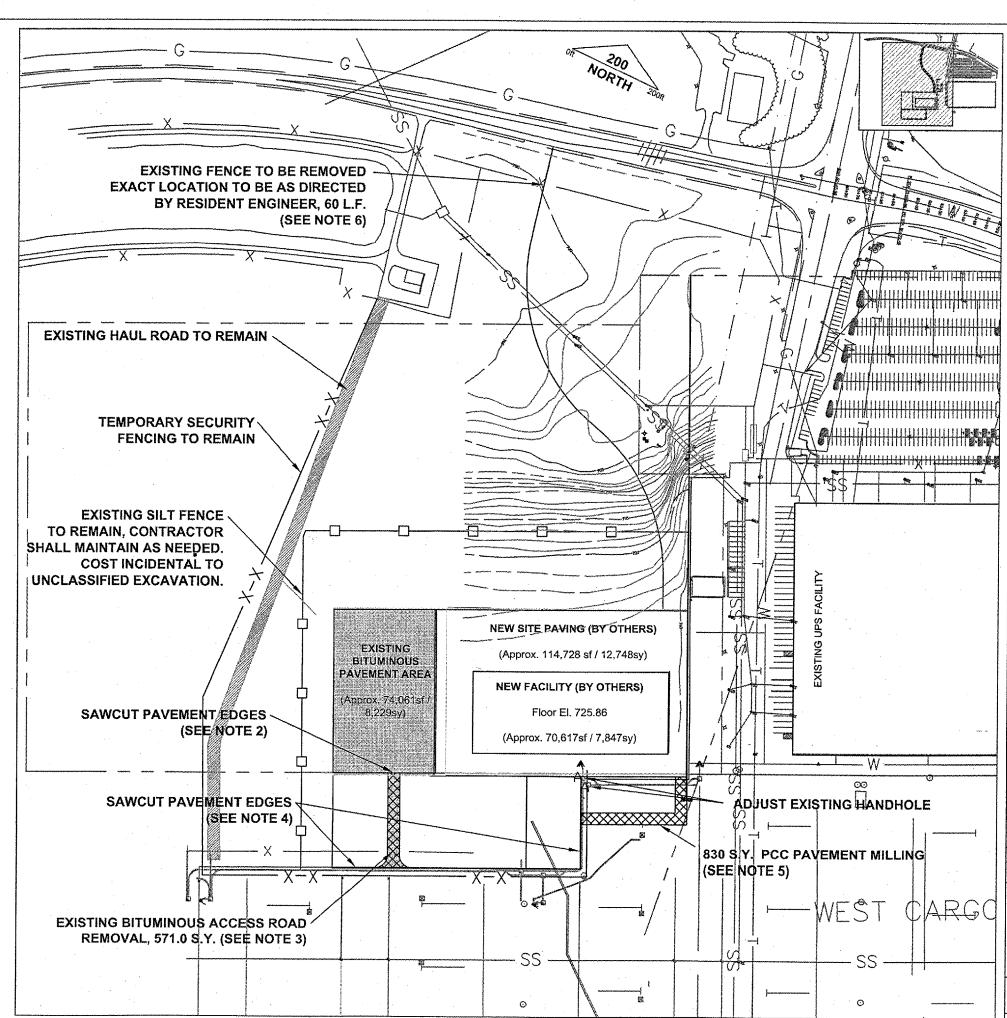


NOTES:

- 1. THE INFORMATION SHOWN ON THESE PLANS HAVE BEEN OBTAINED FROM AVAILABLE RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATEVER IN RESPECT TO THE ACCURACY OR SUFFICIENCY OF THE INFORMATION AND THERE IS NO GUARANTEE EITHER EXPRESSED OR IMPLIED THAT THE CONDITIONS INDICATED ARE REPRESENTATIVE OF THOSE TO BE THE CONTRACTOR'S RESPONSIBILITY TO VISIT THE SITE AND ACQUAINT HIMSELF WITH THE EXISTING CONDITIONS.
- 2. THE BITUMINOUS PAVEMENT TO BE REMOVED SHALL BE SAWCUT FULL DEPTH PRIOR TO REMOVAL. COST SHALL BE CONSIDERED INCIDENTAL TO THE PAVEMENT REMOVAL ITEM.
- 3. THE BITUMINOUS ACCESS ROAD TO BE REMOVED SHALL REMAIN IN PLACE UNTIL AN APPROVED CONCRETE PAVING SCHEDULE HAS BEEN RECIEVED. ACCESS TO THE CONTAINER STORAGE AREA SHALL BE MAINTAINED THROUGHOUT THE PROJECT AT NO ADDITIONAL COST TO THE CONTRACT.
- 4. EXISTING PCC PAVEMENT REMOVAL SAWCUT FULL DEPTH, 6" WIDE PRIOR TO PAVING.
- 5. PCC PAVEMENT MILLING, 2" TO $\frac{1}{2}$ ", 25' WIDE. THE CONTRACTOR SHALL SAWCUT THE OUTSIDE FACE OF THE MILLING LIMITS, COST INCIDENTAL TO PCC PAVEMENT MILLING.
- 6. TERMINAL POSTS SHALL BE PLACED AT THE LIMITS OF FENCE REMOVAL, COST INCIDENTAL TO FENCE REMOVAL.



RO011

CRAWFORD, MURPHY & TILLY, INC. CONSULTING ENGINEERS

/RFD\

Northwest

International

Airport

Rockford, Illinois

Greater Rockford

Airport Authority

AIP: 3-17-0088-XX

RFD-3507

NW Air Cargo Sitework

(Phase 2)

Revisions

THIS BAR IS EQUAL TO 1" AT FULL SCALE (17 X 11).

JGP

CMT

DIP

DLP

6.10.2005

05258-06-00

EXISTING

CONDITIONS

AND

REMOVALS

5 (ECN1)

DESIGN BY:

DRAWN BY:

CHECKED BY:

APPROVED BY:

DATE:

No. Date Description

Chicagoland